



## CITY OF LODI COUNCIL COMMUNICATION

**AGENDA TITLE:** Adopt Resolution Amending Traffic Resolution No. 97-148 by Approving a 35-Miles-Per-Hour Speed Limit on Reynolds Ranch Parkway from Highway 99 Frontage Road to Harney Lane

**MEETING DATE:** September 7, 2011

**PREPARED BY:** Public Works Director

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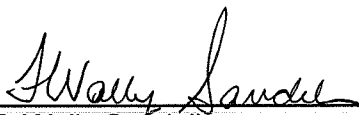
**RECOMMENDED ACTION:** Adopt resolution amending Traffic Resolution No. 97-148 by approving a 35-miles-per-hour speed limit on Reynolds Ranch Parkway from Highway 99 Frontage Road to Harney Lane.

**BACKGROUND INFORMATION:** Reynolds Ranch Parkway is a recently-constructed roadway. As such, accident history does not exist, and since the area is not fully developed, traffic volumes are estimated to reflect future conditions.

Based on these factors, staff will continue to monitor the roadway in the event modifications are necessary. However, based on the data available at this time, staff recommends a 35-miles-per-hour speed limit on Reynolds Ranch Parkway from Highway 99 Frontage Road to Harney Lane (Exhibit A). Curve warning signs and 30-miles-per-hour advisory speed signs will be installed at both curves in the roadway. A map showing speed limits on all surveyed streets within the City is attached as Exhibit B.

**FISCAL IMPACT:** Normal maintenance only.

**FUNDING AVAILABLE:** Not applicable as sign installation costs were included with roadway construction.

  
\_\_\_\_\_  
F. Wally Sandelin  
Public Works Director

Prepared by Rick S. Kiri, Senior Engineering Technician

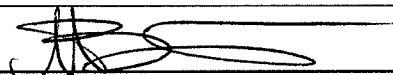
FWS/RSK

Attachments

cc: City Attorney  
Police Chief  
Police Sergeant Jacobsen  
Senior Civil Engineer Chang  
Water/Wastewater Superintendent  
Street Supervisor Watson

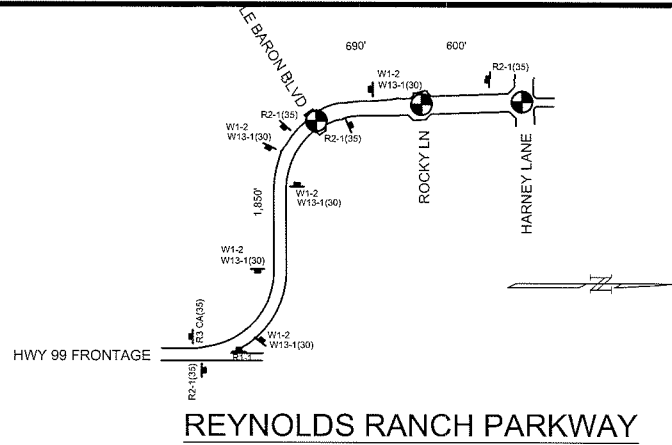
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**APPROVED:**

  
\_\_\_\_\_  
Konrad Bartlam, City Manager

# ENGINEERING AND TRAFFIC SURVEY

SEE NARRATIVE FOR  
BACKGROUND INFORMATION



## REYNOLDS RANCH PARKWAY

### SPEED TABLE

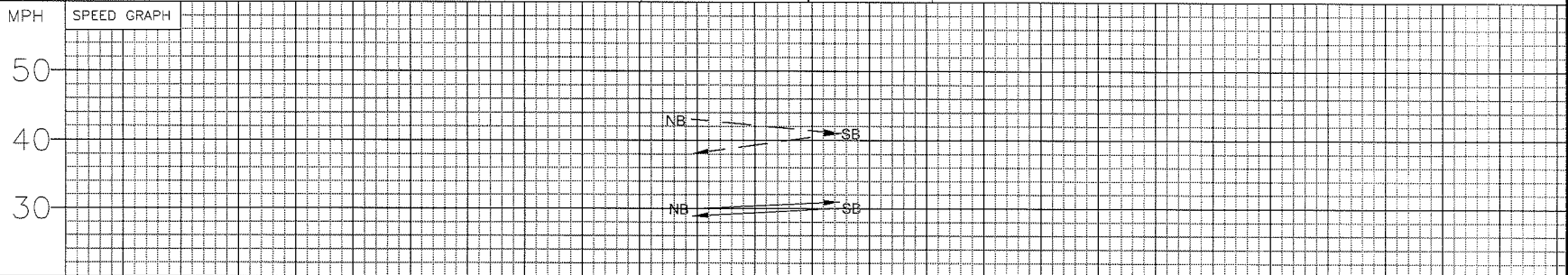
ROADWAY WIDTH		40'	64'
NO. OF LANES		2 w/Bike Lane	3 w/Bike Lane
MEDIAN (TYPE)		RAISED CONC	
TRAFFIC SIGNAL DATA		6Ø Act	6Ø Act
AVERAGE DAILY TRAFFIC		7,000 (estimate)	17,000 (estimate)
OBS. SPEED—CRITICAL, 85th% NB		43	41
SB		38	41
—PACE(%) NB		37	37
SB		34	36
—MEDIAN, 50th% NB		30-40(66)	31-41(75)
SB		29-39(77)	30-40(72)

### EXISTING SPEED ZONE

### PROPOSED SPEED ZONE

### LEGEND:

- SIGN LOCATION
- R1-1 — STOP SIGN
- R2-1( ) — SPEED LIMIT SIGN (MPH)
- R1-2 — YIELD SIGN
- C — ASSEMBLY C (SCHOOL 25 MPH SIGN)
- W1-X — CURVE WARNING SIGN
- W13-1( ) — CURVE ADVISORY SPEED
- TRAFFIC SIGNAL
- CITY LIMIT
- CRITICAL SPEED
- LOWER LIMIT OF PACE



ACCIDENT PLOT	YR: 2009	N/A	N/A	N/A
	YR: 2010	0	0	0
ACCIDENT RATE—ACC./MILL. VEH.—MI.		0.0	0.0	0.0

DR: RSK	No.	Date	Revision	Appr	Approved By
CH:					
DATE: SEPT 2011					Transportation Mgr/Sr Traffic Engineer Date TR 1625



**CITY OF LODI**  
PUBLIC WORKS DEPARTMENT

**REYNOLDS RANCH PKWY**  
Hwy 99 Frontage to Harney

**SPEED  
ZONE  
SURVEY**

Exhibit A

SPEED ZONE REPORT – Reynolds Ranch Parkway, Highway 99 Frontage Road to Harney Lane

- **REFERENCE** - Speed zone surveys are performed in the City of Lodi following the California MUTCD in accordance with Section 40802 (b) of the California Vehicle Code.
- **STUDY CRITERIA** - Important factors to consider in determining the speed limit which is most appropriate to facilitate the orderly movement of traffic and that is reasonably safe are:

Prevailing Speeds (85th Percentile Speeds) - Reasonable speed limits conform to the actual behavior of the majority of motorists, and by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Speed limits should normally be established at the nearest five mile per hour (mph) increment to the 85th percentile speed. However, in matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a further reduction of five mph.

Accidents - Accident records for two recent years were considered in determining the speed zones. Accidents on segments of roadways are classified by their accident rate. Accident rates are determined by the number of accidents occurring within a segment of roadway and the traffic volume within that segment. Accident rates are shown in accidents per million vehicle miles (ACC/MVM). The average Citywide accident rate is 3.4 ACC/MVM.

Unexpected Conditions – Highway, traffic, and roadside conditions not readily apparent to the driver were considered. When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, speed limits below the 85th percentile may be justified.

Other Factors - The following factors were considered: residential density, pedestrian & bicycle safety, roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile condition, intersection spacing and offsets, commercial driveway characteristics and pedestrian traffic in the roadway without sidewalks.

- **STUDY RESULT**  
Four radar surveys were performed and the 85th percentile speeds ranged from 38 to 43 mph as shown below.

<u>Street Segment</u>	<u>Northbound</u>	<u>Southbound</u>
Hwy 99 Ftg to Le Baron Blvd.	43 mph	38 mph
Le Baron Blvd. to Harney Lane	41 mph	41 mph

Highway 99 Frontage Road to Le Baron Boulevard

The 85<sup>th</sup> percentile speeds on this segment are 38 and 43 mph. The 50th percentile speeds are 34 and 37 mph. There have been no accidents on this recently constructed street segment. Based solely on 85% speeds, the speed limit on this segment could be posted at 40 mph; however, based on bicycle and pedestrian safety, we recommend establishing a 35 mph speed limit on this segment.

Le Baron Boulevard to Harney Lane

The 85<sup>th</sup> percentile speed on this segment is 41 mph. The 50th percentile speeds are 36 and 37 mph. There have been no accidents on this recently constructed street segment. Based solely on 85% speeds, the speed limit on this segment could be posted at 40 mph; however, based on bicycle and pedestrian safety, we recommend establishing a 35 mph speed limit on this segment.

◦ CONCLUSION

The recommended speed limits are shown below:

<u>Reynolds Ranch Pkwy Segment</u>	<u>Posted Speed Limit</u>
Hwy 99 Ftg to Le Baron Blvd	35 mph
Le Baron Blvd to Harney Lane	35 mph

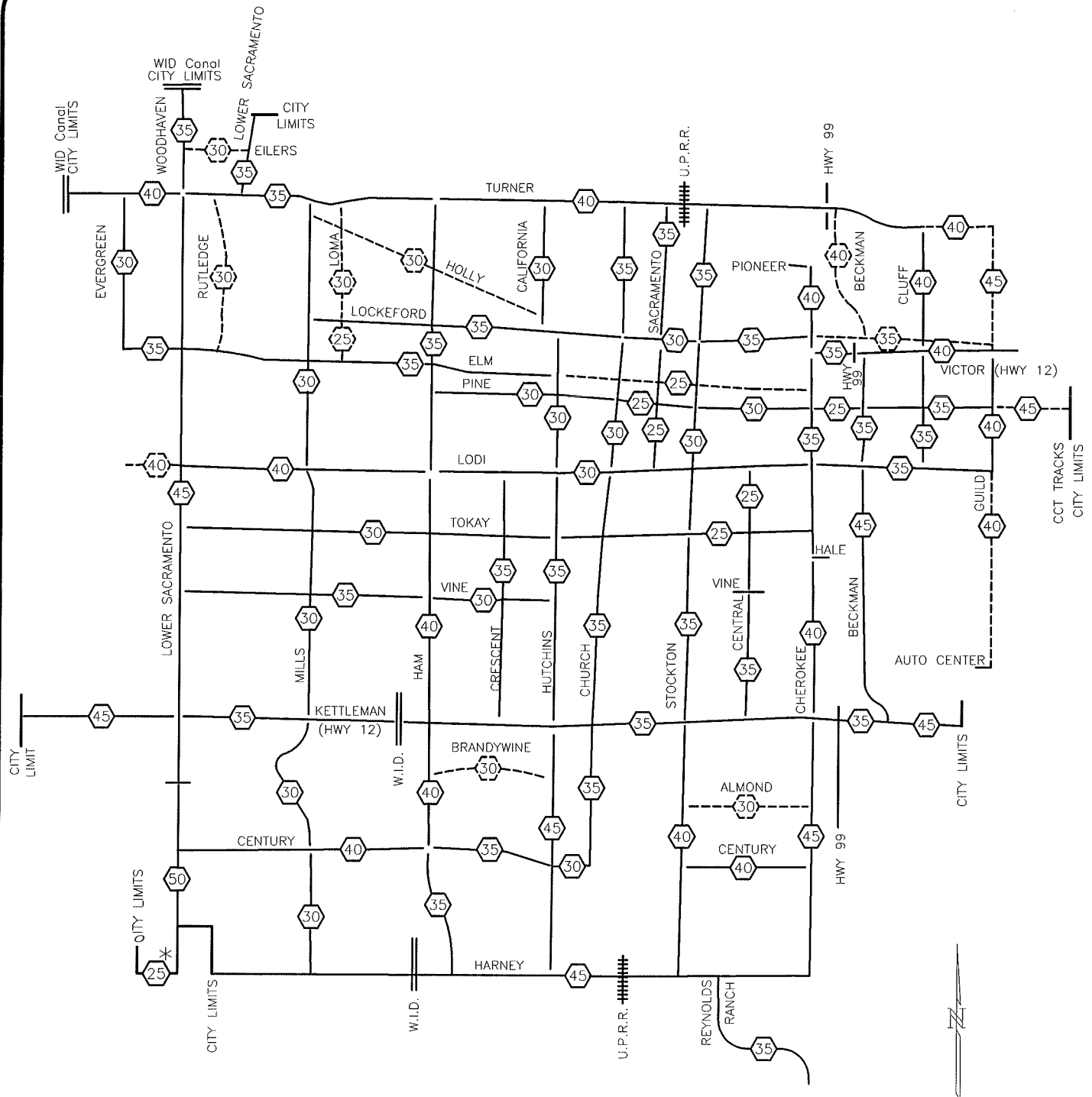
Paula J. Fernandez  
Transportation Manager/Senior Traffic Engineer



# CITY OF LODI

PUBLIC WORKS DEPARTMENT

## POSTED SPEED LIMITS





\*—NOT RADAR ENFORCEABLE

REVISED. XXX 2011

NOTE: The speed limits shown on this map are in miles per hour. The speed limit on streets within the City not shown on this map are 25 miles per hour.

### LEGEND

-  STREET WITH SPEED ZONE (NON-LOCAL STREET)
-  "LOCAL" STREET WITH SPEED ZONE (VC 40802)

RESOLUTION NO. 2011-142

A RESOLUTION OF THE LODI CITY COUNCIL  
AMENDING TRAFFIC RESOLUTION NO. 97-148 BY  
APPROVING A 35-MILES-PER-HOUR SPEED LIMIT  
ON REYNOLDS RANCH PARKWAY FROM HIGHWAY  
99 FRONTAGE ROAD TO HARNEY LANE

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WHEREAS, Reynolds Ranch Parkway is a recently-constructed roadway. As such, accident history does not exist, and since the area is not fully developed, traffic volumes are estimated to reflect future conditions; and

WHEREAS, based on the data available at this time, staff recommends a 35-miles-per-hour speed limit on Reynolds Ranch Parkway from Highway 99 Frontage Road to Harney Lane.

NOW, THEREFORE, BE IT RESOLVED that the Lodi City Council does hereby approve a 35-miles-per-hour speed limit on Reynolds Ranch Parkway from Highway 99 Frontage Road to Harney Lane; and

BE IT FURTHER RESOLVED that the City of Lodi Traffic Resolution No. 97-148, Section 7, "Speed Limits," is hereby amended to set the speed limit on Reynolds Ranch Parkway from Highway 99 Frontage Road to Harney Lane at 35 miles per hour.

Dated: September 7, 2011

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I hereby certify that Resolution No. 2011-142 was passed and adopted by the City Council of the City of Lodi in a regular meeting held September 7, 2011, by the following vote:

AYES: COUNCIL MEMBERS – Hansen, Katzakian, Mounce, Nakanishi,  
and Mayor Johnson

NOES: COUNCIL MEMBERS – None

ABSENT: COUNCIL MEMBERS – None

ABSTAIN: COUNCIL MEMBERS – None

  
RANDI JOHL  
City Clerk